

Don't Forget

TO ORDER THE

'OVERLAND

CHINA MAIL

BEFORE GOING HOME

The China Mail.

ESTABLISHED 1845

No. 14356

號十二月四年九零百九千一英

HONGKONG, TUESDAY, APRIL 20, 1908.

日一初月三年元就宣

PRICE, \$8.00 Per Month.

Don't Forget

TO ORDER THE

'OVERLAND

CHINA MAIL

BEFORE GOING HOME

Intimations.

THORNE'S
OLD VAT

\$15

PER

CASE



As supplied
to the
House of
Commons.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

Hongkong, May 1, 1907.

PRESENTATIONS TO MR. J.
GRAY SCOTT.

An interesting ceremony took place at the Tramway Depot on Monday when Mr. J. Gray Scott, who is retiring from the position of general manager of the Electric Traction Co. of Hongkong, Ltd., was the recipient of farewell mementoes. On behalf of the Traffic Staff, Mr. A. Course presented Mr. Scott with an album with hand-colored card blackwood covers and silver mountings. On the front cover of the book two dragons were carved in the shape of a circle, within this being a tramcar in perspective. The book contained an illuminated address and the signatures of the men employed on the Traffic Staff; as well as some forty photographs of the Tramway system. A gold fob chain with his name inscribed on one side, and lucky Chinese characters on the other, was included in the presentation. Mr. Course asked Mr. Scott to accept the gifts as a mark of the appreciation and esteem in which they held him. The gifts would form mementoes of his residence in Hongkong as Chief Engineer and General Manager of the Tramway Company, and he had no doubt that Mr. Scott would be all the more pleased to accept them when he learned that subscriptions to defray the cost were started entirely on the initiative of the Chinese Staff.

Mr. Scott said he accepted the gifts with the greatest of pleasure. He had always had every assistance from the staff, which made his work much easier. He was sorry to leave Hongkong, but trusted that the staff would extend the same assistance to his successor as they had to him.

Mr. Malden, assistant engineer, on behalf of the Engineering Staff, presented Mr. Scott with a morocco bound album containing an address and photographs of the engineers in the Tramway Service.

Mr. Scott returned thanks for the present, and then, on behalf of the engineers presented Mr. Malden, who is also leaving the Colony, with a similar book to the one he had received.

Mr. Scott is to be entertained at dinner to-morrow night at the Hongkong Hotel by a number of prominent residents.

MASONIC INSTALLATION.

M. F. Comp. T. F. Hough presided at the Nineteenth Annual Convocation of the District Grand Royal Arch Chapter of Hongkong and South China held on Monday evening. M. F. Comp. T. F. Hough invested the following Officers:

D. 2nd G.P. M. E. Comp. T. F. Hough.
D. 3rd G.P. M. E. Comp. H. J. Watson.
D.G. Scribe E. M. E. Comp. A. O. D. Gourdin.
D.G. Scribe N. M. E. Comp. C. J. Laforest.
D.G. President B. of G.P. M. E. Comp. G. J. B. Sayer.
D.G. Treasurer M. E. Comp. W. J. Tutchard.
D.G. Registrar M. E. Comp. C. W. Longuet.
D.G. Sojourner M. E. Comp. W. King.
D.G. First Assist. Sojourner, H. Bathurst.
D.G. Second Assist. Sojourner, M. E. Comp. F. W. Kruse.
D.G. Sword Bearer, M. E. Comp. H. G. Baker.
D.G. Standard Bearer E. Comp. W. O. Drew.
D.G. Standard Bearer, M. E. Comp. J. W. Graham.
D.G. Standard Bearer, M. E. Comp. J. Mowhead.
D.G. Director of Ceremonies, M. E. Comp. C. J. Weed.
D.G. Den. Director of Ceremonies M. E. Comp. C. Fittick.
D.G. Assist. Director of Ceremonies M. E. Comp. W. N. Fleming.
D.G. Organist, M. E. Comp. R. D. Thomas.
D.G. Janitor, Comp. J. Vazoune.

HOW TO CURE A COLD.

BE is careful as you can you will occasionally take cold, and when you do, get a medicine of known reliability, one that has an established reputation and that is certain to effect a quick cure. Such a medicine is Chamberlain's Cough Remedy. It has gained a world wide reputation by its remarkable cures of this common ailment. For sale by all chemists and druggists.

Business Notices.

W. S. BAILEY & Co., Ltd.
ENGINEERS AND SHIPBUILDERS

Engines, Boilers, Steam Pumps and Fittings.

A MOTOR HOUSE BOAT FOR SALE.

Offices—Hotel Mansions.

FAIRALL & CO

ARE NOW SHOWING

NEW SUMMER STOCK.

AN ASSORTMENT OF MILLINERY
TRIMMED AND UNTRIMMED.

MUSLINS, ORGANDIES LINENS
IN ALL SHADES AND DESIGNS.

EMBROIDERED ROBES
IN LINENS AND LAWNS.

Hosiery, Gloves, etc.

7 & 9, PEDDER STREET.

TELEPHONE 644.

DIAMONDS AND GEM-SET JEWELLERY

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, etc.

Jade Stone and Chinese Made Gold Jewellery.

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced Europeans.

J. ULLMANN & CO.

34, Queen's Road Central, Opposite General Post Office.

ASAHI BEER

YEBISU BEER

SAPPORO BEER

OBTAINABLE EVERYWHERE

SOLE AGENT MITSUI BUSSAN KAISHA

HONGKONG SCHOOLS' SPORTS.

ANNUAL ATHLETIC MEETING.

MONDAY, 26TH APRIL.

COMMENCING AT 12 NOON,
at the Race Course.

Events to be run off on WEDNESDAY,
21st inst., at 2.30 p.m.
OPEN RACE 1 Mile for Army, Navy
and Police (European).

R. C. BARLOW, Hon.
A. O. BROWN, Secy.
R. C. BARLOW, Hon. Treas.
Hongkong, April 19, 1908.

NIGHT STEAMER TO
CANTON.

NEW TWIN SCREW STEAMER.

S.S. SAN CHEUNG

Fitted throughout with Electric Light
and Fans supplied in all Cabins.
(Captain J. McGINLEY).

LEAVES Hongkong for Canton at 9 p.m.
SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 8.30 p.m. on
MONDAY, WEDNESDAY & FRIDAY.
Fares, 1st Class, \$3 single passage.
Meals, \$1 each.
Service, passage must be paid for.
CHEUNG ON STEAMBOAT CO., LD.,
No. 228, Des Vaux Road, Central.
Hongkong, November 12, 1907.

E. C. WILKS,

M.I. MECH. E. A.M.I.N.A.

LATE OF WILKS & JACK, LD.

CONSULTING ENGINEER,

SURVEYOR, VALUER

AND ASSESSOR

OF

WORKS,

WHAVERIES,

AND ALL CLASSES OF

MACHINERY & EFFECTS.

YORK BUILDINGS,

(1st Floor), HONGKONG.

Office Tel. 195. Residence K20.

Hongkong, April 14, 1908.

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season

will be held at HARRY VALLEY, on

SATURDAY, the 21st inst., 1908, com-

mencing at 3.30 p.m.

The Charge of Admission will be \$1.00

for others than Members of the Hongkong

Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-

Price.

The Committee invite the Ladies of

Hongkong to be present.

G. GORDON MACFARLANE,
Hon. Secy and Treasurer.

Hongkong, April 17, 1908.

Business Notices.

THE PERFECT LUBRICANT.

Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, in
the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.
DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers,
CAROLINE PARK, EDINBURGH.

Sole Local Agents...

BRADLEY & CO., 4, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

NEW STOCK OF

ELLWOOD'S

CORK

(WHITE)

SUN HATS.

ELLWOOD'S

FELT

(WHITE)

POLO HATS.

PRINT and ZEPHYR SHIRTS.

LINEN COLLARS.

SUMMER UNDERWEAR.

FANCY COLOURED SOCKS.

LANE, CRAWFORD & Co.

NESTOR SANITARY FLUID

A RELIABLE DISINFECTANT

Pint Tins 50 Cents.

One Gallon Tins \$2.

SUN GLASSES. SUN GLASSES.

HOUSEHOLD AMMONIA

For the Bath and all Toilet Purposes, Delicately Perfumed,
Half Pint Bottles 60 Cents.

VICTORIA DISPENSARY.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.

1907 BAND AT Tiffin & Dinner. A. F. DAVIES, Manager.

PEAK HOTEL

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Perimeter, 1,400 feet above Sea Level.
Open to the South Windless Summer and protected from the North-east Winds in
Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day Mex. Telegraphic Add: "Peaceful".
Town Office: 4, Des Vaux Road.

Hongkong, February 8, 1908.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and Comfortable Rooms, Excellent Cuisine, under the
superintendence of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.
L. GAMEAU, Proprietor. M. BLUMENTHAL, Manager.

Hongkong, October 3, 1908.

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Telephone No. 197.

Mrs M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and

Billiard Rooms. Monthly Rates for Tiffin and Dinner.

TELEGRAPHIC ADDRESS "COMFORT" HONGKONG.

M. MATTHEW, Proprietress.

1540

1540

1540

1540

1540

1540

1540

1540

1540

1540

1540

1540

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

Shewan, Tomes & Co.,

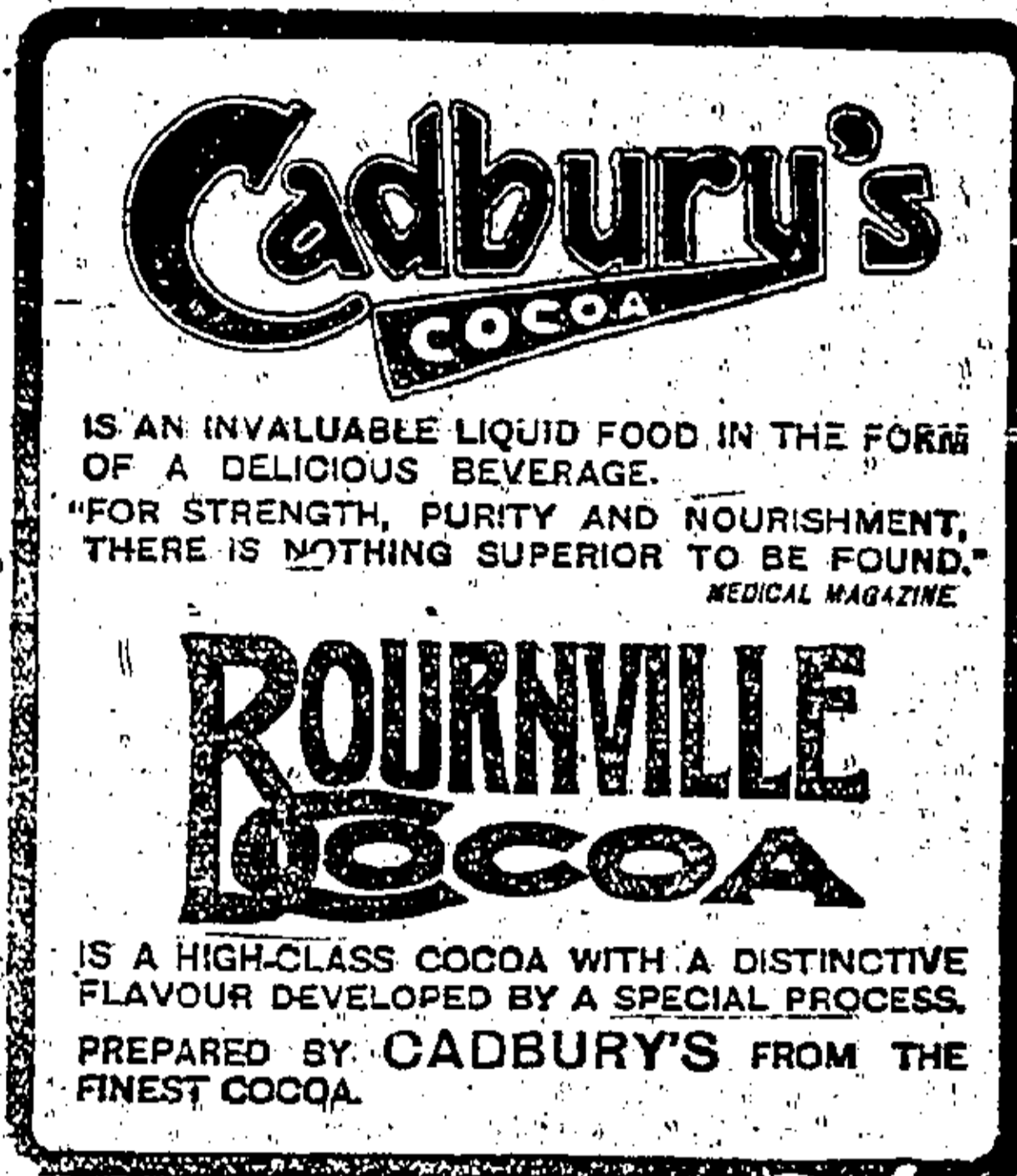
GENERAL MANAGERS.

MEE CHEUNG & CO.,

PHOTOGRAPHERS.

SPLENDID PICTURES

of the
AMERICAN FLEET AT AMOY.
STUDIO—108 HOUSE STREET. STORE—BEACONSFIELD ARCADE.
1907



Hongkong, December 13, 1907.

KELLY & WALSH, LTD.

The Show Girl, by Max Pemberton	1.75	Every-Day Japan, by A. Lloyd	1.00
Lil of the Slane, by Dick Donovan	1.75	Illusions, by Barry Pain	1.00
The Gifted Family, by Barry Pain	1.75	Drugging a Nation, Story of China	1.00
Green Ginger, by A. Morrison	1.75	and the Opium Cause, by S.	1.00
Felix Stone, by A. and C. Asker	1.75	Marvin	1.00
The June Princess, by Constance	1.75	Beside the Red Mountain, Tails &	1.00
Smiley	1.75	Triumphs in a Chinese City, by	1.00
The Heart of a Gryphon, by R. Napier	1.75	K. de Gruchis	1.00
Jimbo, by A. Blackwood	1.75	Tales within Tales. From the Fables	1.00
The Swoop of the Vulture, by James	1.75	of Tiffin, by A. N. Wellstone	1.00
Blyth	1.75	Foster on Five Hundred, With Laws	1.00
The Compact, by Ridgwell Callum	1.75	of the Game	1.00
Money, by M. O. Leighton	1.75	German Education Past and Present	1.00
The Dukedom of Portico, by A. M.	1.75	by F. Paulsen	1.00
Meadows	1.75	The Early Education of Children, by	1.00
The Secret River, by R. Macaulay	1.75	L. H. Faint	1.00
The Elusive Pimpinel, by Barones	1.75	Electricity in Factories and Work-	1.00
Ormy	1.75	shops, by A. P. Haslam	1.00
Life of Lord Russell of Killowen, by	1.75	Infant Feeding, by J. S. Foyler	1.00
R. B. O'Brien	1.75	The "How Does It Work" of Elec-	1.00
Miriam Rozella, by B. Farjeon	1.75	tricity, by T. W. Corbin	1.00
The Message, by A. J. Dawson	1.75	How Telegraphs and Telephones	1.00
The Wife, by H. W. C. Newte	1.75	Work, by C. R. Osborn	1.00
Cynthia in the Wilderness, by Ha-	1.75	War Office Map of Fu-Chien, With	1.00
bert Wales	1.75	Handbook	1.00
Snow Bound, by Bram Stoker	1.75	Carbonates and Carbonation, by	1.00
The Scribbles Club, by C. Garvie	1.75	D. Leachman	1.00
Dear Fatherland, by Ex-Lieut Billie	1.75	Morals and England, by F. Fletcher	1.00
Cricket Who's Who, 1908	1.75	Mrs. M. D. Davis's Cookery Book	1.00
	1.75	and Household Management	1.00
	1.75	Chisholm's Handbook of Commercial	1.00
	1.75	Geography, 7th Edition	1.00

BREWER & Co., Limited,

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

TELEPHONE No. 694.

STATE EXPRESS CIGARETTES.

ARDATH SMOKING MIXTURE

TURKISH AND EGYPTIAN CIGARETTES.

Steel Cash Boxes. Letter and Invoice Files.

Best Brass Letter Balances.

ACCOUNT BOOKS OF EVERY DESCRIPTION.

Champagnes,	Sherries,
Marsalas,	Madeiras,
Porto,	Clarets,
Burgundies,	Hocks and Moselles,
Brandies,	Gins,
Whiskies,	Vermouths,
Bitters,	Liqueurs,
Alex, Beers and Stouts.	

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants.

25, Queen's Road Central.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
RANGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TRESCOOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER,
ENLARGEMENT ON BROMIDE PAPER
AND FINISHED IN CRAYON OF THE
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
84, QUEEN'S ROAD CENTRAL.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. OF FIFTY YEARS' STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1117

MASSEY'S COMMERCIAL MAP.

NOW COMPILING

A GUIDE TO FIRMS AND AGENCIES IN HONGKONG.

Whilst apologising for unavoidable delay in production of
Lithographic and other work, in connection with the above, I beg
to inform the public that ALL ADVERTISEMENTS AND SUBSCRIP-
tions are guaranteed to hold good for ONE YEAR FROM DATE OF
PUBLICATION.

K. A. MASSEY.

Hongkong, March 18, 1909. 1384

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1908

CHAMPAGNE

THE LEADING BRAND

G.H. MUMM & Co.
REINIS

BY SPECIAL APPOINTMENT TO



Shewan, Tomes & Co.
GENERAL AGENTS

HONG KONG, CANTON

& MACAO

Hongkong, January 27, 1908

MATHEUS MUELLER

'BRAND EXTRA'

SPECIAL CHAMPAGNE

Purveyors to H. I. M. the Emperor of Germany and
14 other REIGNING houses.

A. C. MEUKOW & Co.

COGNAC CHARENTAIS

FINE CHAMPAGNE BRANDY.
GRANDE CHAMPAGNE BRANDY 1856.
GRANDE CHAMPAGNE BRANDY 1842.

As Supplied to

NORDD. LLOYD, HAMBURG-AMERIKA LINE, MES-
SAGERIES MARITIMES, LEVANTINE LINE, SHIRE
LINE, KOSMOS LINE & CITIZEN LINE of Steamers
and others. At many highly important Banquets it is
the only brandy served.

BUMANN AND BEBLINGER

136, 137, 138, 139, Connaught Road.

Telephone No. 427.

Hongkong, May 5, 1908.

Intimations.

MITSUBISHI BISHI KWAISHA
(MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASHIMA,
OCHI, HOJO, NAMAZU, SAKA,
SHINKEI and KAMAYAMA, Ochi,
Sakai.

SOLE AGENTS for KISHIDA, MI
YAO, and KIGIO-KOMATSU Ochi.

Special attention is invited to the fact
that the well-known Coal Mine MUTABE,
near Karatsu, has lately been taken over
by the Company, and is now being worked
on a larger scale.

HEAD OFFICE—TOKYO.

BRANCH OFFICES—

NAAGAKI, MOI, KAMATSU, WAKAMATSU,
KOBAYASHI, SHIMIZU, HONKONG,
HANKOW.

TEL. ADDRESS for above: "IWASAKI."
Codes:—AI, ABO 5th Ed., Western Union.

AGENCIES

YOKOHAMA: M. ARADA, Esq.
CHONGKING: MASSEY GARRARD & Co.
MANTAO: MASSEY GARRARD & Co.

For particulars, apply to
H. OISHI,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

Hongkong, January 9, 1908. 518



HONGKONG CINEMATOGRAPH

For Ten Days ONLY.

JAPANESE JUGGLER COMEDY

On Tour to Europe.

Under the Direction of Kikugoro,
Japan's Great Conjurer.

Professor Kikugoro has announced to
the Public that owing to the request of the
Chinese community of Hongkong he will
continue his mysterious magic and marvel-
ous acts before leaving the Colony, and he
hopes that the Public will continue to pre-
fer his most interesting entertainment.

Doors open at 7.30. Performance 8.30 p.m.

First-Class \$1.00
Second-Class 0.50
Third-Class 0.20

Hongkong, April 19, 1909. 537

HONGKONG GENERAL CHAMBER

OF COMMERCE.

THE ANNUAL GENERAL MEETING
of the Members of the HONG-
KONG GENERAL CHAMBER OF
COMMERCE will be held on FRIDAY,
the 23rd April, 1909, at 4 p.m., in the
CITY HALL, for the following pur-
poses:

1. To receive the Report and Accounts
of the Committee for the year end-
ing 31st December, 1908.
2. To elect a New Committee.
3. To transact any general business.

By Order,
A. M. WILLIAMS,
Secretary.

Hongkong, April 15, 1909. 522

HONGKONG PHILHARMONIC

SOCIETY.

PATRON—H. E. Sir FREDERICK

LUGARD, K.O.M.C., C.B., D.S.O.

CONCERT.

TUESDAY, April 27, at 8.15 p.m.

IN THE CITY HALL.

THE WRECK OF THE HESPERUS,

(Hamish MacCunn).

ON JEBEL AVER (Finde).

and other items.

Chorus and Orchestra, 60 Performers.

Tickets \$3 at the ROBINSON PIANO

CO., LTD.

Hongkong, April 7, 1909. 490

INTERNATIONAL SLEEPING

CAR & EXPRESS TRAINS

COMPANY.

(THE GREAT TRANS-ASIAN

ROUTE TO EUROPE)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates

of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, August 7, 1907. 1281

CHINESE METHODS OF

RAILWAY CONSTRUCTION.

From time to time news has been
published in the daily press of a rather
disquieting nature regarding the jeopardiz-
ing of British interests in some of the
railway undertakings in China. Now, we
think, has portended an unfortunate con-
dition, as that published by the
Times, from its Peking correspondent.

This had reference to the state of
the Shanghai-Pingchow-Ningpo Railway,
in which some 15 millions of British capital
has been invested. The loan agreement for
this line was signed on March 8, 1908, the
contracting parties being, on the one hand,
the Waiwup and the Yuchanpu and, on the
other, the British and Chinese
Corporation, Limited. The line runs from
Shanghai, through Fengcheng, to Kaho-
ming, thence to Huihu and Ningpo,
and thence to Chiungkuo and Ningpo,
altogether 233 miles of line. The original
agreement provided for the appointment
of a British engineer-in-chief, and for the
purchase of materials in the open mar-
ket, but other things being equal, the
prospect to be with English manu-
facturers. If materials were purchasable in
China, other things being equal, they
would be purchased there, in order to
encourage Chinese industry. This original
agreement, which left, apparently, the main
control in the hands of the Yuchanpu—
for the British engineer was to be under
this Board of Communications or the
managing director appointed by it—was
brushed aside by an Imperial edict of April
15 last, when permission was given for the
construction of the line under private,
instead of official, management. The
result seems to have been deplorable. 109
miles of track are laid between Shang-
hai and Chientang, and over 71 miles
of this trains are now running.

However, even on this portion much work
remains to be done. The British engineer-
in-chief has no authority, and is not per-
mitted to interfere with the work; with
what results may be imagined, when it is
stated that only Chinese are employed on
the work, many of them having no previous
engineering knowledge. The individual
in charge of the Kiang-su section has only
a rudimentary knowledge of such work.

The man at the head of the Chekiang
section spent one year at a college in
California, where his name probably
figures honourably in the roll of appoint-
ments obtained by past students. He is
the son-in-law of the president of the
company. This same president, who is
a man apparently well versed in the
annals of Confucius, has appointed a
favourite student of his as engineer in
control of another 20-mile section, in
spite of complete lack of engineering
training. These methods of making ap-
pointments have led to the natural results
of bad work. Native rails of obsolete
section are used, spiked to softwood
sleepers that are quickly destroyed. Each
director orders rolling-stock in turn, so
that, as may be expected, there are many
more varieties than are required. But the
most interesting points are connected
with bridge-building by these "engineers."

In one instance a bridge was built on land,
owing to the difficulty of throwing the
span across the stream, and a diversion
channel was then cut for the river, to make
it pass under the bridge. This, it must be
admitted, is ingenious, but hardly what
might have been expected of one of the
eldest and most famous bridge-building
nations of the world. In another case,
difficultly being experienced in making a
midstream pier for a bridge, the expedient
of making an island in the middle of the
river was adopted. Having made an island
the pier was built on it. This kind of
work in connection with streams as deep
and swift as many of the Chinese rivers
are, and liable as they are to change their
course, is nothing less than remarkable,
as it might be thought their ancient skill
with masonry structures would prevent the
adoption of such extraordinary methods—
Engineering.

Rudolf von Kellers, one of the most
eminent physicians of Germany, has died
after an operation for gallstones. He was
physician to the late Empress Frederick
and to Chancellor von Bismarck. He often
accompanied the Emperor William and his
Majesty conferred upon him a hereditary
title of nobility.

It is officially announced that the Van-
guard, 19,250 tons, the latest Dreadnought
to be completed, cost £1,324,873, or at the
rate of 284 a ton, compared with 2100 a
ton in the case of the King Edward VII,
16,350 tons; £114 in the case of the latest
French battleships; £101 in the case of
the latest German battleships; £100 in
the case of the latest United States bat-
tleships.

THE ROOM next to the Public Bag,
facing Des Voeux Road.
Apply to the SECRETARY of the Hong-
kong Horse Co., Ltd.
Hongkong, January 29, 1909. 142

TO LET.
NO. 1, OBSERVATORY VILLAS,
Kowloon, Electric Lights, Tennis
Court, etc.

ORANGE BUNGALOW, Kowloon,
with Garden attached. Moderate Rental.
Apply
ARRATTON V. APGAR & CO.,
45, Wyndham Street.
Hongkong, March 2, 1909. 305

TO LET.
NO. 34, QUEEN'S ROAD CENTRAL
(Shop) (opposite the Post Office).
No. 1, WINDHAM STREET, suitable
for Office and Godown.
No. 2, DAQUILLAR STREET, suitable
for Office and Godown.
All the above are at present occupied by
Weismann, Ltd.
For Particulars, etc., apply to
YEE SANG YAT & CO.,
Same Address.
Hongkong, March 18, 1909. 337

SAVARESS'S
SANTALIN
CAPSULES

PURCHASE OF OIL—CERTAINLY OF CURE
OF ALL GRADES OF GONORRHOEA
AND ALL GRADES OF GONORRHOEA
ASK FOR SAVARESS'S

Intimations.

LOST.

ON Saturday, 10th inst., either on the
Peak Tram (2.45 p.m.) between So-
wen Road and Plantation Road Station,
or at the Peak between Plantation Road
Tram Station and 'The Ridge,' a GOLD
BAMBOO BRACELET.
Finder will be rewarded on returning
same to the CHINA MAIL OFFICE.
Hongkong, April 12, 1909. 808

REMOVAL.

DO CHEUNG, the Best and Oldest
Established Gold and Silver Smith,
Watchmaker, Jeweller and Engraver, will
REMOVE his Store from No. 24, Haiphong
(Old Elgin Road), Kowloon, to No. 84, of
the same Street, on 15th April. Patrons
are respectfully invited to call and inspect
the Stock in the New Premises.
PO CHEUNG.
Kowloon, April 12, 1909. 909

CHEE WING & Co.

17, 23 and 25, LEE YUEN STREET (WEST).

SUNGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.

STEEL GRIDDERS AND REES

CORRUGATED IRON, PIG-IRON, &c.

Suitable for

Shops, Workshops and House Buildings.

Telephone No. 782. 1133

THE OWL GRILL ROOM

HAS REMOVED

TO MORE COMMODIOUS PREMISES

29 & 31, DES VOEUX ROAD,
Near the MUTUAL STORE.

SPECIAL RATE for MONTHLY CLIENTS.

TIFFIN \$20 per Month.

FULL BOARD \$40.

JUST LANDED

American Salmon, Cold Oysters, Yar-

mouth Blasters, Rippers, English

Haddock, and

New Zealand Whirio and Blue Cod.

PREFER A SMALL GOOD ALWAYS ON HAND.

HARRY NEWBOLD, Proprietor.

Hongkong, May 18, 1908. 764

PATELL & CO.,

SHAMEEN, CANTON.

NOW OFFERING

STORES, WINES, SMOKES.

OF KNOWN BRANDS

AT MODERATE PRICES.

This well reputed Store facilitates the

deposits for

English, American & German

Provisions

or

RELIABLE QUALITY.

TRIAL ORDER SOLICITED.

FOR SALE.

FOR SALE OR TO LET.

FURNISHED or Unfurnished, Detached

HOUSE with Tennis Court known as

'ROCKVALE,' Kimberley Road, Kow-

loon. Apply

ELK. HOLMES,
61, Queen's Road.

Hongkong, April 17, 1909. 534

TO LET.

GODOWN No. 61, DUDDELL

STREET.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., Ltd.

Hongkong, April 1, 1909. 700

TO LET.

SHOP AND DWELLING HOUSE, No. 73,

Queen's Road, Central.

Apply to

S. J. DAVID & CO.,
Prince's Buildings.

Hongkong, March 25, 1909. 424

TO LET.

THE ROOM next to the Public Bag,
facing Des Voeux Road.

Apply to the SECRETARY of the Hong-

kong Horse Co., Ltd.

Hongkong, January 29, 1909. 142

TO LET.

NO. 1, OBSERVATORY VILLAS,
Kowloon, Electric Lights, Tennis

Court, etc.

ORANGE BUNGALOW, Kowloon,
with Garden attached. Moderate Rental.

Apply

ARRATTON V. APGAR & CO.,
45, Wyndham Street.

Hongkong, March 2, 1909. 305

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL

(Shop) (opposite the Post Office).

No. 1, WINDHAM STREET, suitable

for Office and Godown.

No. 2, DAQUILLAR STREET, suitable

for Office and Godown.

All the above are at present occupied by

Weismann, Ltd.

For Particulars, etc., apply to

YEE SANG YAT & CO.,

Same Address.

Hongkong, March 18, 1909. 337

To Let

TO LET.

UP-to-date Houses in HUMPHREYS

AVENUE, Kowloon, with Gardens

at entrance.

Apply to

TAM TSE KONG,
42, Bosham Street West, Hongkong;

or HUNG CHOW,
60, Elgin Road, Kowloon.

Hongkong, February 6, 1909. 173

TO LET.

GLENSHIRE, BARKER Road, PEAK.

Furnished, for five months or longer.

Apply

OWNER,
Care of 'China Mail' Office,
Hongkong, April 1, 1909. 455

TO LET.

SHOP, No. 14, QUEEN'S ROAD

Banks.

For 6 1/2 per cent per annum.
For 8 1/2 per cent per annum.

No. 2. QUEEN'S ROAD CENTRAL
HONGKONG.

W. M. ANDERSON,
Manager.

Hongkong, January 24, 1908.

Supplied from the "CHINA MAIL."
 To be had at the "CHINA MAIL" Office,
 Wyndham Street.
 Price 50 Cents.

S I E N T I N G
Surgeon Dentist
 No. 14, D'AGUIAR STREET,
 SINGAPORE.
TERMS VERY MODERATE
Consultation Free.

String Band in attendance every SATURDAY and SUNDAY NIGHT.

EVERY SATURDAY at 4 P.M.
SPECIAL MATINEES for Children.

Hongkong, January 23, 1962. 111

Mr. White, Pak Chong	23	白明
Miss Ba	43	白明
Mr. Ba	10	白明
Mr. Ba	15	白明
Mr. Ba	10	白明

Yama, - La Sho

—The prices incessantly vary from day to day and the Shipping Board has no power to demand ballast-draws to call for the price marked

W. BOWEN SOWLAND
 D. T. Secretary Shipping Board

POWELL'S

ALEXANDRA BUILDINGS

FOR

UP-TO-DATE

Trimmed..

and

Untrimmed..

Millinery.

FLOWERS, FOLIAGE, etc.

VICTORIA

CINEMATOGRAPH

TO-NIGHT! TO-NIGHT!

ADSON & THORNE

IN THEIR ORIGINAL
SPECIALTY ACTIntroducing Catchy Songs, Humorous
Hamoristics and Expert Dancing.NEW FILMS, COMIC AND
DRAMATIC.SATURDAY, 17th inst.,
GRAND MATINEE
AT 4 P.M.THE CATASTROPHE AT SICILY.
Hongkong, March 8, 1909. 328"THE STAR"
CINEMATOGRAPHWINDHAM STREET,
up from the Clock Tower.

IN TOWN

RAIN BOW
DANCE

Every Evening 8 to 11 o'clock.

Prices 50 cents, 80 cents and \$1.20.

NOVELTY MATINEE

Every Saturday, at 4 o'clock.

Hongkong, March 18, 1909. 378

OARMICHAEL AND
OLARKE,CONSULTING ENGINEERS AND
SURVEYORS.

3, Queen's Building, Hongkong.

4-6, Coleridge Alley, Singapore.

CABLE ADDRESSES

OARMICHAEL, HONGKONG.

OARMICHAEL, SINGAPORE.

Codes Used—Scott's 10th Edition;

A.B.C. 4th and 5th Editions;

Lieber's Standard; Watkins; Western

Union and A.L.

Telephone No. 232.

HOSE PIPES

Why buy Hose which
quickly decays, when you
can getMERRYWEATHERS'
High-class Brands,
which last out six ordinary

HOSE PIPES?

Specify "LONDON MADE" Name.

Write for Illustrated Pamphlet with prices.

MERRYWEATHER & SONS,

55, LONG ACRE, LONDON, W.C.

Established over 100 years.

NEW
PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular

Attention Inclusive.

S. MOUTRIE & Co.,

LIMITED.

Hongkong, April 16, 1907.

A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

BRANDY:

Per Case.

A SUPERIOR PALE \$19.00

B SUPERIOR OLD COGNAC 23.00

WATSON'S *** COGNAC 23.00

C SUPERIOR OLD LIQUEUR

COGNAC 29.00

D VERY FINE OLD PALE LI-

QUEUR COGNAC 35.00

E FINEST OLD BROWN

BRANDY 41.00

SHERRY:

Per Case.

LIGHT DRY \$12.00

B VINO DE PASTO 13.00

CC OLOROSO 17.50

D SUPERIOR PALE DRY 19.50

E FINEST PALE DRY, NUTTY 25.00

PORT:

Per Case.

B *** RED SEAL CAPSULE \$15.00

C SUPERIOR LIGHT INVALID,

GREEN SEAL CAPSULE 18.00

D *** VIOLET SEAL

CAPSULE 25.00

E VERY FINE OLD TAWNY,

WHITE SEAL CAPSULE 34.00

NOTE—Port, after removal, should be

rested for a Month before use.

Wine required for IMMEDIATE use

should be ordered to be decanted before

being sent out.

These Wines are specially recom-

mended, being of superior vintage, old,

and thoroughly matured, and in fine

condition.

SINGLE BOTTLES

at Proportionate Prices.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS AND

KOWLOON DISPENSARY.

THE CITY OF PARIS,

2, PEDDER STREET.

PHONE No. 536.

Ready made day and evening

Gowns, Paris Models in

Hats and Toques, Laces,

Trimmings, Undercloth-

ing, Boots and Shoes,

Hosiery and Gloves,

etc., etc., etc.

MEMOS FOR TO-MORROW.

Auction.

Noon—Auction of Valuable Leasehold

Property, at Messrs Hughes & Hough's

Sales Rooms.

Meetings.

Noon—Meeting of Union Insurance So-

ciety of Canton, Ltd., at Head Office

12.30 p.m.—Meeting of China Traders'

Insurance Co., Ltd., at Head Office.

Amusements.

9 p.m.—Performance at the City Hall.

Miscellaneous

Good per Airways not cleared at 4 p.m.

on this date subject to rent.

General Memoranda.

TUESDAY, April 20.—

9.45 p.m.—Auction of Household Furni-

ture, at No. 7, Burrow Terrace, Kow-

loon.

Goods per Silesia undelivered after this

date subject to rent.

Goods per China undelivered after this

date subject to rent.

FRIDAY, April 23.—

2.30 p.m.—Auction of Chinese Porcelain,

at Mr Geo. P. Lamson's Sales

Rooms.

4 p.m.—Meeting of Hongkong General

Chamber of Commerce at City Hall.

8.15 p.m.—Concert of H.K. Philharmonic

Society at City Hall.

Goods per Nippon Maru undelivered at

noon on this date subject to rent.

SATURDAY, April 24.—

Noon—Meeting of Hongkong Electric

Co., Ltd., at Co.'s Office.

3.50 p.m.—First Meeting of Hongkong

Gymkhana Club, at Happy Valley.

MONDAY, April 26.—

2.20 p.m.—Auction of Household Furni-

ture, at No. 10, Kennedy Road.

TUESDAY, April 27.—

2.45 p.m.—Auction of Household Furni-

ture, at No. 11, Salisbury Avenue, Kow-

loon.

FRIDAY, April 30.—

2.15 p.m.—Meeting of His Majesty's

Justices of the Peace at the Magistracy.

The China Mail

HONGKONG, TUESDAY, APRIL 20, 1909.

ROMANCE OF TREATY-MAKING.

"ROMANCE is dead," said the dullard

in one of RUDYARD KIPPLING's well-known

poems; and in answer to the querulous

protest "Romance brought up the 9.15."

Romance, we are assured by some

folks, "died" away amid the gross

materialism of the final decades of

the nineteenth century. But is it so?

The building of the British Empire

from the day when we acquired

Newfoundland right down to the very

latest acquisitions in Malaya has been

nothing but one long romance, a ro-

mance as vivid and interesting in

the present year of grace as it was

in the spacious days of Good

Queen Bess. Only the discerning eye

and the receptive mind are necessary,

but perhaps these are not the possession

of everybody. A well-informed cor-

respondent of the London Standard

assures us that there is not a little

romance hidden behind the recently

signed treaty with Siam, by which the

British Empire received an accession of

15,000 square miles of territory, and

after reading his story we thoroughly

believe it. He says:—"If one takes a

map of the Malay Peninsula, tracing with

one's finger from Bangkok right down to

Singapore, one comes a little more than

half-way down to the State of Kelantan.

Herein is situated the concession of a

development company, and with the

history of this company runs to some

extent, the history of the Anglo-Siamese

Treaty. On the eastward coast of the

peninsula is the State of Tringannu,

its capital, Kota Bharu, being at the

mouth of a river which runs through

into the adjoining State of Kelantan.

But for a concession granted by the

Raja of Kelantan to this English com-

pany, it is possible that the question of

the status of these two territories would

not have arisen. But the Raja of

Kelantan regarded himself as an in-

dependent Sovereign, owing neither

allegiance nor revenue to the King of

Siam, free to conduct his own State,

negotiate his own treaties, and grant as

he pleased him such concessions as he

might think advisable. There was a

treaty between Siam and Great Britain

in 1896 which supported this view, for

distinct clauses in the treaty dealt with

the position of the two States. But

Siam gradually assumed airs of suzer-

ainty. The basis of this claim was the

'Golden Flower,' that picturesque gift

which comes yearly from the chiefs of

the minor States to their great neigh-

bour. 'A token of allegiance,' inter-

preted Siam; 'a propitiating gift from

a small State to a great and powerful

State,' explained Kelantan, and pointed

out that Burma, indisputably a Sover-

eign State, and Siam herself, no less

independent, sent 'Golden Flowers' to

the Emperor of China. Yet the rights

of the Briton to trade freely with the

two States were well defined in the

treaty of 1896, and so long as the

requirements of British trade did not

demand intervention there was no need

to define more particularly the political

status of Kelantan and Tringannu.

So these States, tolerating the assump-

tion of suzerainty, pursued their course.

English traders came, and for the main

part failed, either from inexperience or

because their trading rights had not

been properly secured. But with the

increasing prosperity of the southern

States, those States where British in-

fluence had made itself felt with such

wonderful results, there came the fringe

of the southern success to throw into

contrast the poverty and madadministra-

tion of the northern States. Then came

the development company, who were

granted by the Raja two concessions,

one of which gave them the right to

develop for their profit the resources of

some 3000 square miles of country, and

the other fiscal rights over a much

larger area which embraced and extend-

ed beyond the geographical limits of

the other. Here, in the briefest possible

space, is the story of the beginning

of the friction, although 'friction' is much

too strong a word to use to describe

what was never more than an incom-

patibility between Siam and her

suzerain States. The agreement the

company made with the Raja was

ratified in Siam, but it was made very

evident that the ratification was *politess*

rather than a diplomatic necessity.

With this situation Great Britain was

confronted: Who was responsible for

the States of Kelantan and Tringannu?

To whom might the British Government

look for redress should redress be

needed? It was obviously impossible

to expect it from the Rajas, who had

not the means to enforce their wishes,

and with this situation existing the

treaty that followed was inevitable.

Germany has a hold upon Siam through

the Northern Railway. She might,

had she the time, have driven a wedge

of commercial activity between

British Burma on the north-west

and the Federated Malay States in

the south. But the agreement that has

been come to between the British

Government and Siam has placed an

insuperable barrier between which no

outside influence can now remove. The

Siamese suzerainty has been renounced

over Kelantan, and, instead, British

protection has been extended, with, one

cannot but feel, the most beneficent

results.

The maker of the treaty, Mr RILEY

PACER, who bears a name which has

figured frequently in the romance of

English history, is to be congratulated

on the quiet success of his negotiations

with Siam and if the prosperity and calm

which has attended the southern Malay

States under British guidance is

duplicated in the northern, then the

Empire will have no cause to complain

of the increase in its burdens which the

newly signed treaty involves.

Earl Beauchamp, who was so successful

as Governor of New South Wales, is spoken

of as the probable successor of Earl Grey

as Governor-General of Canada.

Shanghai papers state that Mr W. R. R.

Dr. R. will be installed D. G. M. of

NEWS OF THE DAY.

Wireless telegraph stations are to be

established on the Canary Islands.

The Senate at Washington has again

refused to pass an appropriation to purchase

an Embassy building in Paris.

HOLLAND'S HOPE.

(Reuter's Service to the China Mail.)
Copyright protected under
Ordinance 3 of 1894.

London, April 20.

Queen Wilhelmina attended service in the Palace chapel yesterday morning and also walked in the garden.

It is semi-officially explained that the extraordinary preparations made to announce the birth within the past fortnight were rendered necessary owing to the possibility of a surprise, but it can now be regarded that the announcement is not quite imminent.

PRINCE NASHIMOTO IN FRANCE.

(Reuter's Service to the China Mail.)
Copyright protected under
Ordinance 3 of 1894.

London, April 20.

President Fallieres has received Prince Nashimoto.

GERMANY'S NAVAL ADVANCEMENT.

DREADNOUGHTS TO BE ECLIPSED.

(Reuter's Service to the China Mail.)
Copyright protected under
Ordinance 3 of 1894.

London, April 20.

Mr Asquith, the Premier, speaking at Glasgow, referred to Germany's activity in naval construction and hinted at the possibility of Germany developing an entirely new type of battleship vastly superior to the Dreadnoughts.

A DRACONIAN SUGGESTION.

(Wah Tsai Yat Po's Service.)

Peking, April 19.

Prince Kung, on behalf of the Opium Commissioners, suggests hanging as the maximum punishment for opium-smoking officials.

TO ENCOURAGE TECHNICAL STUDY.

(Wah Tsai Yat Po's Service.)

Peking, April 19.

The Board of Communications has asked for an Imperial grant towards the funds of the Industrial College at Shanghai in order that technical studies may be introduced.

THE GERMAN RAILWAY LOAN.

(Wah Tsai Yat Po's Service.)

Peking, April 19.

The railway loan convention in connection with the Canton-Hankow Railway is about to be concluded with the German financial syndicate.

SHALL THE REGENT TRAVEL?

(Wah Tsai Yat Po's Service.)

Peking, April 19.

Princes Tsai, Tao and Tsai San have urged their brother, the Prince Regent, to travel about the Empire for the sake of obtaining an insight into the domestic life of the people. Chang Chih-tung strongly objects to the proposal.

THE PRATAS.

(Wah Tsai Yat Po's Service.)

Peking, April 19.

The Pratas affair is being discussed by the Waiyupu and the Japanese Minister. It is proposed that the Islands be thrown open as a treaty port, special privileges being accorded the Japanese.

WHOLESALE DENUNCIATION.

(Wah Tsai Yat Po's Service.)

Peking, April 19.

Viceroy Chan Kai-tai, of Kiangsu, denounces Taoist Choi Nai Wang, of Shanghai, as a reckless, unprincipled and corrupt official who should be dismissed from office.

SALT SHORTAGE IN KWANTUNG.

(Wah Tsai Yat Po's Service.)

Peking, April 19.

Viceroy Chang of Canton, reports that there is a shortage of salt in Kwantung and he asks that two hundred thousand piculs be sent from Chihli and Shantung to meet the demand, and that this salt should be relieved of Customs dues.

Imperial sanction has been given to the request.

THE RECOVERY OF A BANK DRAFT.

The case in which Man Lee Chan and Co., sued the International Banking Corporation for \$340 in respect to a bank draft, came again before Mr Justice Gumpert, at the Supreme Court, this morning.

Hon. Sir Henry Berkeley, K.C., instructed by Mr Otto Kong Sing, appeared for the plaintiff, and the Hon. Mr H. E. Pollock, K.C., instructed by Mr C. D. Wilkinson, defended.

Sir Henry Berkeley, K.C., for the plaintiff, submitted that the defendants were not protected by the statute because the bill which they paid did not, on the face of it, purport to be endorsed by the person in whose favour it was drawn.

The bill was drawn in English payable to a firm whose name was on it in English, Man Lee Chan and Co.

His Lordship:—Perhaps that is the only way which it could be drawn.

Sir Henry Berkeley:—Yes, Continuing, Sir Henry Berkeley said that they looked for the only proper endorsement, which could purport to be of Man Lee Chan and Co., in English.

His Lordship:—If they take any other endorsement they take it at their own risk.

Sir Henry Berkeley submitted further that if a bill drawn in English with the name in English is not endorsed in English it is not properly endorsed if in Chinese. If it could properly be endorsed in Chinese the one way with the banker to show that the endorsement in Chinese duly represented, in the Chinese characters, the name of the payee. So far as the evidence had gone the plaintiff declared that the endorsement Man Lee Chan Sing Kee and Co., does not represent the Chinese equivalent of the name in English of Man Lee Chan and Co. There was as yet no evidence to the contrary.

Court must therefore accept that and it was impossible to non-suit on those grounds.

His Lordship:—Yes, I think that. Dealing with the question of good faith Sir Henry Berkeley said that Mr Pollock had argued that the element of good faith did not enter into the construction of the act and that it was confined to section 60 of the Bills of Exchange act. That was a contention which could not be supported.

On the face of it, it went too far as it would make it possible to pay the money in bad faith, which was ridiculous. If they had not acted in good faith they were not protected. A banker who paid a bill within a few days, almost hours, of which the bank had been informed that it was stolen should not be held by the Court to have acted in good faith in the ordinary course of business within the meaning of the words used in the statute.

Sir Henry Berkeley then dealt with the liability for conversion and for the money held in trust and said that by paying the money the bank had acknowledged that they held the money in trust.

S. Clarke, cashier of the bank at the Hongkong office, questioned by the Hon. Mr H. E. Pollock, K.C., stated as cashier he sanctioned the payment of drafts drawn on the bank. One of the drafts would examine the endorsement in the case of Chinese characters. Witness remembered, in December, a Chinaman coming into the bank with reference to a draft. He said through an interpreter that it had been stolen or lost in the post and asked witness to stop payment. Witness asked for further particulars, the number of the draft, place of issue, etc. He called subsequently and witness advised him to write to the drawers advising them to stop payment and give full particulars. Stop payment did not hear from the drawers by wire but received a letter from them, which reached defendants' office "after the draft had been paid. No telegram was received corresponding with that letter. Before the payment was made the person did not tell witness the number of the draft, place of issue, etc. Witness was completely ignorant of these facts when the draft was paid. The defendants received a letter from Mr Otto Kong Sing with reference to the draft and a reply was forwarded, witness being consulted with regard to it. No notice in writing was tendered to witness with regard to the draft and witness explained that he would have to have gone right through the register before he could have traced the draft.

His Lordship reserved his decision.

CANTON NOTES.

(From Our Own Correspondent.)

A FALSE REPORT.

The authorities lately were informed that the well-known pirate Luk Lai Chun, whose various infamies have made his name so dreaded on the river, was in hiding at Singapore. Officials were sent to that port in order to effect his arrest if possible but on arrival it was found that the man was no longer there. The Viceroy has given directions that the detectives use all their efforts and skill to arrest this disturber of the peace before he causes further trouble.

A PIRATE'S FUNERAL.

A follower of the above-mentioned desperado, and himself the author of many crimes, was lately arrested and tried. His many crimes being proved against him he was, in due course, beheaded. By some means or other the criminal's uncle managed to get possession of the corpse. It is stated that over one hundred and eighty of the pirate's associates were present at the funeral. They followed the coffin in procession, all of them being armed to the teeth in expectation of a collision with the police.

LAME SHOULDER.

THIS is a common form of muscular rheumatism. No internal treatment is needed. Apply Chamberlain's Pain Balm freely four times a day and a quick cure is certain. This liniment has proved especially valuable for muscular and chronic rheumatism and is certain to give quick relief. For sale by all chemists and druggists.

AN INFECTED AREA.

A special meeting of the Sanitary Board was held to-day, for the purpose of declaring No. 19 shed of the Dairy Farm Company's premises at Sassoon's Villa, Pokfulam Road, to be infected with rinderpest.

The Colonial Veterinary Surgeon reported that rinderpest had broken out in No. 19 shed of the Dairy Farm Company's premises at Sassoon's Villa, Pokfulam Road. There were seven cows and one calf in the shed. One of the cows was noticed to be ill on the 16th inst., and removed to the hospital shed. The disease proved to be rinderpest and the remainder of the cows were also removed to the hospital shed. The first cow attacked died on the 19th inst. The remainder had been inoculated.

Mr R. O. Hutchison presided and there were present Dr Fitzwilliams, Mr Shelton Hooper, Mr Ho Kum Tong, Dr Clarke, Medical Officer of Health, Mr Lau Chu Pak, the secretary, Mr W. Bowen-Rowlan, and Mr Adam Gibson, Colonial Veterinary Surgeon.

The President moved that the shed be declared an infected area.

Mr Lau Chu Pak seconded and the motion was carried.

CORRESPONDENCE.

THE V.R.C. SPORTS.

(To the Editor of the "CHINA MAIL.")
Sir,—I am obliged to you for kindly clearing up a misunderstanding which existed regarding my status as an amateur runner. At the V.R.C. sports I was clearly entitled to compete, being a member of the Hongkong A.A.A., and I was greatly disappointed that the other entrants in the races for which I entered did not come out, for although I secured the prizes it would have been far more satisfactory to me to have been properly competed against.

I have always tried to set the sportsman both on and off the track, as will be shown by the enclosed letter from the Captain of the Pretoria Harriers Association which was sent to the Secretary of the Hongkong A.A.A., and was the means of my securing admission as a member of that body. I will thank you to publish it.—Faithfully yours,

A. W. ANDREWS.

(Copy.)

The Hon. Secretary, Amateur Athletic Club, Hongkong.

Dear Sir,—I have just learned with much regret that you have accused Lance-Cpl A. W. Andrews, of the Buffs, now stationed at Murray Barracks, and a member of the Pretoria Harriers and Athletic Club, of being a professional athlete. As I can only conclude that you are under a serious misapprehension in regard to the rules and laws governing amateur athletics, or otherwise that you are anxious, for some unknown reason, to perpetuate an act of gross injustice.

Yes, I understand, that a soldier who receives a cash prize at Regimental or purely Military Meetings is a professional and as such, and for that reason, you so classify Cpl. Andrews.

Now let me quote from the laws of the Transvaal A.A.A., which are in line with those of the British A.A.A., the recognized controlling body of amateur athletics and by which Association your Club is doubtless governed, though indirectly, by means of a District Association (if such exists) to which you are affiliated. Clause C, Law No. 1, reads:—

"Competitions at arms between 'Volunteers and Regulars' and all 'Regimental Sports' shall not be considered as coming within the scope of the Association Laws."

The above ruling has always been recognised in South Africa, and I am referring a copy of this correspondence to the Pretoria District Centre of the Transvaal A.A.A. for a certificate regarding the amateur status of the Athlete mentioned.

I would also point out that the Pretoria Harriers A.C. is recognised as one of the strongest and keenest Athletic Clubs in the country, and in administrative circles in this country, and the Executive would not, under any circumstances, admit to the honour of membership anyone to whom the slightest exception could be taken.

Regarding Cpl. Andrews personally, I have to inform you that he has been a right loyal and active member for the last two years and has always, even at inconvenience to himself, been available as first-class Quarter Miler for the Club 1st Relay Team: in fact, he was a member of the team which established the present S.A. record of 3 min. 45 1/2 sec. for a 2,200 yds. race at the Johannesburg Calendon Sports in May last. He has proved himself a most sportsman-like amateur runner, one who always "played the game."

I ran in the winning team with him at Krugersdorp, a 4-mile race, on 9th Nov. 1907, when Pto G. Cuts, a member of S.A. Army 100 Yards champion, was also a member. Cuts is now stationed at Windburg, C.C., and is running under Cape Colony A.A.A. and C.A.A. rules. I have no doubt that the Army Quarter Miler champion of the Orange River Colony under O.R.C., A.A.A. and C.A.A. laws, and Andrews himself, now the present S.A. Army open Quarter Mile champion, has also competed in that Colony in addition to the Transvaal, and I believe, when at Harriemans, he also ran in Natal.

At any rate, the above instances prove conclusively that Andrews and other soldiers in similar circumstances are not classified by S.A. amateur bodies (and consequently by the British A.A.A., to which the South African A.A.A. and C.A.A. are affiliated) as Professional Athletes and are entitled to compete as Amateurs.

Of course, a soldier who infringes the laws by competing in any open event not under Association rules is liable to disqualification, in the same way as a civilian athlete.

I trust, therefore, that you will withdraw your accusation, which I can assure you is quite unwarranted and totally undeserved, and exonerate Cpl. Andrews from all suspicion.

I have the honour to be, Dear Sir, Yours faithfully,

The Captain, Pretoria Harriers' Athletic Club.

KEEP THIS IN MIND.

POWERFUL complaint is sure to be prevented during the fruit season. Chamberlain's Colic, Cholera and Diarrhoea Remedy gives prompt relief. For sale by all chemists and druggists.

CHINESE Y.M.C.A.

On Thursday night at 8 o'clock Dr. Lau Lai will deliver a lecture on the subject "Prevention of Malaria and kindred diseases."

On Saturday, 24th April, a Concert will be given in the Association Hall for the benefit of the Chinese Y.M.C.A. Band. This organization is making splendid progress under the capable guidance of Mr C. J. Davis as Band Master. A rare combination of Chinese and English entertainment has been arranged by the Committee. The profit will be devoted to the Band funds for instruments, etc.

On Thursday the 20th April, Mr A. C. Franklin, of the Government Civil Hospital, will give a lecture on "Origin of Rock, with local specimens." There will be a number of lantern slides.

SPORTING.

Lawn Tennis.

THE HONGKONG TOURNAMENT.
Again there was a large attendance of interested spectators at the Hongkong Cricket Club's ground yesterday afternoon to witness some of the games played off in connection with the lawn tennis tournament which is drawing to a close. Greatest interest was evinced in the concluding semi-final and the subsequent commencement of the final in the Professional Paris competition.

PROFESSIONAL PAIRS FINAL.
The semi-final saw Capt. Beasley and Lieut. Byrne opposed to Capt. Murray and Lieut. Thompson. The issue was never in doubt and in the end Beasley and Byrne claimed the match by two sets to love and 12 games to 5. The victory was secured by sound judgment on the part of both the winning men. Thompson was the better man on the other side, several of his hard hits completely baffling his opponents. There was far too much "lobbing" to invest the contest with more than passing interest to the spectators.

PROFESSIONAL PAIRS FINAL.
The final, which followed immediately, produced some fine play, and it was unfortunate that the falling light made a finish impossible. The contestants were the winners of the fore-going match and T. E. Pearce and P. B. Klimanek. The opening set saw the military men walking away with the spoils, for they ended up a love set with a love game.

For a time in the second trial the leaders continued their victorious career, and at the fourth game they held an advantage of 3/1. Mainly as the result of Pearce's good work the civilians drew level. At the eighth and tenth games the pairs were on an equal footing, though Pearce and Klimanek should have won the set by 6/4, they being twice within one point of victory. However they lost the game as well as the set, but the subsequent ones, they set going in favour of the military men by 7/5.

Beasley and Byrne had not only to secure the next set to become winners of the competition, and the run of play for the first seven games was all in favour of the victors, but the run of play for the first seven games was all in favour of the victors, but the run of play for the first seven games was all in favour of the victors.

Using much better judgment than their opponents they made the score 5/2, but then a most remarkable change came over the contest. In was Klimanek's service when the leaders lost the next game 15/50. In the subsequent game they experienced exceedingly hard lines, the set and match being three-sets to two.

Pearce, however, was wonderfully agile, and with one of those "smash" which is characteristic of his play he made the score 5/4. Then a love game put victory yet further away from the officers. Turning the tables on the other men, Pearce and Klimanek took the set, but the eleventh game, but "six all" was soon called. The lead was being lost and gained until at "nine all" it was decided to abandon play.

Pair for pair the military men were without question the more capable of the two. They could have obtained the verdict with ease. They, however, could not stand the pace towards the end, but they were obviously at a disadvantage in having previously gone through a semi-final. Their placing of the ball, especially Beasley's, caused the other men a good deal of discomfort, but it is also due to the civilians to say that they showed a wonderful improvement during the closing stages of play. This was particularly true of Pearce, who was playing a bright, forceful and strong game when hostilities were suspended.

DOUBLES HANDICAP SEMI-FINAL.
There was a severe tussle fought out in the semi-final of the "A" Class Doubles Handicap, R. O. Hutchison and T. H. King (rec. 3/6) eventually overcoming F. Maitland and F. G. Carroll by two sets to one and 22 games to 19. At the close of the second set it was a case of "sets all games all" the record reading 10/8 in the winning pair's favour and 8/6 against. In the concluding set, however, Hutchison and King came up strongly and got home by 6/3. They will now have to meet Lieut. Byrne and Lieut. Whyte (ows 30/2) in the final.

OTHERS RESULTS.
There were two matches also decided in the Singles Handicap "B" Class. A. R. Sutherland (ows 15/3) defeated W. J. Daniel (ows 15) in the third round; while A. O. Brown (ows 16/4) overcame P. Jacks (rec. 2/0) in the fourth round by 6/4, 6/3.

In the Singles Handicap, "A" Class, D. B. Clark has scratched to Capt. Brierley, who will face C. A. Carr in the final.

Hongkong Gymkhana Club.
FIRST MEETING, 1909.
QUEEN AND QUARTER MILE HANDICAP.

Pos.	Hds.	In.	Let.
Seafam	13	—	161
Astral	13	—	154
Sportsman	13	—	154
Barr	13	—	152
Triad	13	1	150
Garth	13	2	150
Backstay	13	1	147
Gamewick	13	—	145
Vine	13	1	145
Greyback	13	1	145
Sunthdallas	13	2	145
Gambler	13	1	142
Sidier Dhu	13	1	142
Whitebelt	13	1	140
Shandydye	13	2	139
Highland Heather	13	3	126

There is nothing like Stearns' White God Liver Oil for toning the whole system.

PIANOS

HIRED FOR

\$10 PER MONTH.

SMALL ADDITION

TO PURCHASE.

ROBINSON PIANO Co., Ltd.

NEVER CLOSED

KEY LOST.

WATKINS'

CIRCULATING

LIBRARY.

Latest Novels

ARRIVE BY EVERY MAIL.

New Novels:

The Sin of the Duchess, by Houghton Townley.
The Swoop of the Vulture, by James Blyth.
Transplanted Daughters, by Mrs Burton Harrison.
An Actress's Husband, by Gertrude Woodson.
The Show Girl, by Max Pemberton.
Geoffrey Chertock, by John Barnett.
Lil of the Slums, by Dick Donovan.
Lady Letty Brandon, by Annie E. Holdsworth.
The Dictation of Portia, by Alice Maud Meadows.
The Yellow God, by E. Rider Haggard.
Idolatry, by Alice Perrin.
Fraternity, by John Galsworthy.
The Lure of Kiva, Edith Mary Moore.
The Testament of India, by Henry Byatt.
Captain Stanton's Business, by Walter Delby.
Ellyar Thornton, by Hubert Wales.
Sparrows, by Horace W. O. Newie.
Timbo, a Fantasy, by Algernon Blackwood.
The Story of Virginia Perfect, by Peggy Webling.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO

DISPENSE PRESCRIPTIONS.

WATKINS,

CHEMISTS & DRUGGISTS

31, Queen's Road Central, HONGKONG.

NIGHT & DAY TELEPHONE: 492.

AMOEY NOTES.

(From Our Own Correspondent.)

WEATHER.

Amoy, April 17.

A very violent North-East gale came on Thursday morning last, bringing a welcome change from the heat of the previous week. Several people affirm they felt a distinct earthquake shock just 4 o'clock on Thursday morning, the 15th inst. The shock lasted about 10 seconds, but was in no way severe.

The Amoy Bachelors gave a dance last night in the Club Theatre at 9 p.m. Music of a very excellent character was supplied by the band of S.M.S. Luchs.

S.M.S. Luchs arrived in port on Thursday afternoon from Foochow and is still here.

Quarantine has been imposed on passengers from Amoy to Manila. The China and Manila S.S. Co's. Zairo was the last boat to leave, taking nearly 500 passengers, with over 100 first class.

The Blue Funnel s.s. Persous is due this afternoon and is taking the Singapore berth. She will carry some 1200 coolies. These steamers are much favoured by the Chinese, though the late Blue Funnel steamer is between \$3 and \$5, while the local vessel carries coolies for about \$5.

LINGERING COLDS.
THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and druggists.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJIBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing date, 1909.
AYMERIC	4383	T. Shotton	about 24th April
SUVERIC	6532	W. Shotton	about 3rd June

These steamers are specially fitted for the carriage of Adulph Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to

DODWELL & Co., Limited, GENERAL AGENTS, QUEEN'S BUILDINGS.

TEHUANTEPEC ROUTE

MEXICAN ORIENTAL STEAMSHIP LINE, LIMITED.

Taking cargo under through Bills of Lading to ports in Mexico, also to North and South American Ports and Cuba.

The S.S. MONTROSE, 4457 tons, Capt. Gregg, will be despatched from HONGKONG to SALINA CRUZ, (via Japan), on or about 19th May. For Freight and Passages, apply to

DODWELL & Co., Ltd., Managing Agents.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST. FOR BOSTON AND NEW YORK: S.S. DAKRE CASTLE.....about 10th April.

FOR NEW YORK: S.S. SATSUMA.....about 20th May.

FOR FREIGHT & FURTHER PARTICULARS, APPLY

DODWELL & CO., LTD., Agents.

THE UNITED ASBESTOS ORIENTAL AGENCY, LD.

SOLE AGENTS FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

(Pioneers of the Asbestos trade.)

ALEXANDER, FERGUSSON & CO., LD., GLASGOW.

(Color Paints, Oils, Varnishes, etc.)

BROMELL PATENTS CO., LD., LIVERPOOL.

THE UNITED FLEXIBLE METALLIC TUBING CO

Shipping

INDO-CHINA STEAM NAVIGATION CO. LD.

CHINESE TROOPS IN NORTH-BURMA

By the House of Commons Sir Denkalet Shekhar asked the Under Secretary of State for India if he has information to this effect that Chinese troops have entered the Hkakum Valley, in Northern Burma, and that these troops are now levying taxes on the natives.

Mr Buchanan: The Secretary of State has no knowledge of any such proceedings as are described in the question. Reports have been received of the crossing of the Burma-Chinese frontier, in its northern section, by a Chinese party in the autumn of 1907, but the party withdrew, and no further Chinese encroachments have since been reported.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)

From	Relay	To	Sam
SHANGHAI	CHOYTSANG	WEDNESDAY	April 21, at 4 P.
TIENTSIN, VI. SWATOW			
SHANGHAI WEIHAUW	CHIPSING	THURSDAY	April 22, at Noon
A HEEFOO			
SHANGHAI	HANGSANG	FRIDAY	April 23, at Noon
MANILA	KUENSANG	FRIDAY	April 23, at Noon
SINGAPORE, PENANG	YOOHSANG	TUESDAY	April 27, at Noon
AND CALCUTTA			
SINGAPORE, PENANG	KUMSANG	FRIDAY	April 30, at Noon
MANILA	LOONGSANG	FRIDAY	April 30, at 4 P.
SHANGHAI, YOKOHAMA	KUTSANG	WEDNESDAY	May 19, at 4 P.
KEBE & MOJI			

RETURN TOURS TO JAPAN. Occupying 24 days.
 The steamers *Kutsung, Namsung* and *Kookang* leave about every 3 weeks for *Shanghai* and *Yokohama*, returning via *Kobe* (*Inland Sea*) and *Moji* to *Hankow*, providing a stay of 8 to 9 days in *Japan*. If passengers leave the steamer at *Yokohama* and rejoin at *Kobe*.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A fully qualified Surgeon is also carried.
 Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 Taking on Cargo on Through Bills of Lading to *Yanagse Port, Utsuno, Yotsobato, Newchwang*.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
 General Managers.
 Telephone No. 61.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.			
FOR	STEAMER		TO SAIL
CHEFOO & NEWCHOWANG	NANCHANG	April	21, at 4 p.
SWAROW, WEI-HAI-WEI, TSINGTAU	KUICHOW	April	21, at 4 p.
SHANGHAI & TIENTSIN	CHIEH-TE	April	22, at 4 p.
AMOI, MANILA, CEBU & LOTO	SUNGKIANG	April	23, at 4 p.
SEANGHAI (connects with Siberian Mail to Europe)	CHEN-KAN	April	25, Daylight
MANILA & BOMBAYAL P. PARKIN	TAMING	April	27, at 3 p.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FRIMLEY & PERTH	TATYAN	May 14,	at 4 p.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. "LINTAN" and S.S. "SALU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES.—Cargo booked through for all Australian, New Zealand & Tasmanian Ports.

MANILA TWIN SURE STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms Dining Saloon.

SHANGHAI LINE.
FAST SCHEDULE TWIN SCREW STEAMERS.—(S.S. Anhui, Chefoo, Lin Chihnao)—with excellent passenger accommodation, Electric Light throughout, Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
These Steamers take passengers to Shanghai, avoiding the inconvenience of transhipment at Woosung. Sunday-morning sailings carry passengers and E.M. Mails connect with Siberian Mail to Europe.
FARES INCLUDING WINE.—Single \$40, return \$70.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE
AGENTS.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG,
SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
CHOSHUN MARU, CAPT. T. SUGITA.	HANGKOW, VIA SWATOW, AMOI AND FOOCHEW.	WEDNESDAY, April, at 10 a.m.
DAIOI MARU, CAPT. H. MURAYAMA.	TAMSUI, VIA SWATOW, AND AMOI.	SUNDAY, 25th April, at 10 a.m.
SEOSHU MARU, CAPT. INOUE.	ANPING, VIA SWATOW, AND AMOI.	WEDNESDAY, 9th April, at 8 a.m.

* These New Steamers have excellent Accommodation on First and Second-
 Passengers, and are fitted throughout with Electric Light. First-class Cabins Air-
 ships. Unsurpassed Table.
 * For Freight, Passage and further information, apply at the Co.'s local Rep-
 utes, at Second Floor, No. 1, QUEEN'S BUILDING.

T. ARIMA, Manager

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MO-
KOBE, YOKOHAMA, HONOLULU, MANZANILLO &
SALINA CRUZ (Mexico).

s.s.	Hongkong Maru	- 6000 tons gross	sails	1909
s.s.	Manshu Maru	- 5000 " "	June 1st, at noon	
s.s.	America Maru	- 6000 " "	August —	
s.s.	Hongkong Maru	- 6000 " "	October —	
s.s.	Hongkong Maru	- 6000 " "	December —	

For particulars apply to **K. MATSUDA, Manager.**
TOYO KISEN KAISHA, YORK BUILDINGS.
 Hongkong, March 12, 1909.

NORDDEUTSCHER LLOYD
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	SEAWARD	To SAIL.
MAPILE, GENOA, AGERS, GIBRALTAR, SOUTHAMP- TON, ANTWERP & HAMBURG	GORBEN, Capt. B. Wilhelm.	WEDNESDAY 21st April, at Noon.
SHANGHAI, NAGASAKI, Kobe and YOKOHAMA	DERFLINGER, Capt. G. Meiners.	About WEDNESDAY 21st April.
MANILA, YAP, NEWGUINEA, ST. PAUL, SYDNEY and MELBOURNE	FRINZ SIGISMUND, Capt. D. Lenz.	THURSDAY 22nd April, at 5 p.m.
KUDAT and SANDAKAN	BORNHO, Capt. F. Seebill.	Beginning of May.

For further particulars, apply to
Norddeutscher Lloyd,
MELBOMERS & CO.,
 General Agents, Hongkong & Shanghai.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS.

MARSEILLES & LONDON.

TAKING PASSENGERS ALAS FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles (Brindisi 1 day earlier)	London (1 day later)
ASSAYE.....7500	May 1	MARMOBA.....10500	May 29	June 4
DETA.....8000	May 15	INDIA.....8000	June 13	June 18
DETA.....7000	May 29	VICTORIA.....6500	June 27	July 3
DETA.....8000	June 12	MOULTAN.....10000	July 11	July 16
DEVANHA.....8000	June 26	CHINA.....8000	July 25	July 30

Passengers change steamers at Colombo, and those for European transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	about	London
PALMA.....8000	April 23	June 6
RUSSIA.....8000	May 5	June 19
PERA.....8000	May 19	July 3
SOMALI.....7000	June 2	July 17
POONA.....8000	June 16	August 1
NAMUR.....8000	June 30	August 15
SIMLA.....8000	July 14	August 29
KALTA.....8000	July 28	September 12

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to

E. A. HEWETT,
Superintendent.

THE EASTERN & AUSTRALIAN MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE.
(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN.....	May 3	28th April, at Noon
ALDENHAM.....	May 31	28th May, at Noon
EMPIRE.....		23rd June, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Stewardess. Electric Light-Perfect Cuisine-Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
SAFRO.....	2540	R. Dodger	Manila	SATURDAY, April 24, at Noon
RUBI.....	2540	R. W. Almond	Manila	May 1, at Noon

For Freight or Passage, apply to

Shewan, Tomes & Co. General Managers.

HONGKONG-NEW YORK & BOSTON

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK & BOSTON, via PORTS AND SUEZ CANAL.

(When Liberty to Call at the MALABAR COAST.)



STEAMSHIP	NO. SAIL ON
INDRAMAYO.....	Friday, 30th April, 1909

For Freight and further information, apply to
SHEWAN, TOMES & CO.
General Agents.
Hongkong, March 19, 1909.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMERS	For	Leave
HAIMUN.....	SWATOW	WEDNESDAY, 21st April, at Noon
HAIYAN.....	SWATOW, AMOY & FOOSHOW	FRIDAY, 23rd April, at Noon
HAIYANG.....	SWATOW, AMOY & FOOSHOW	TUESDAY, 27th April, at Noon

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN L.I.J.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.....	JAPAN	Second half of April	JAVA	Second half of April
TJILWONG.....	JAPAN	First half of April	JAVA	Do.
TJIPANAS.....	JAPAN	Second half of April	JAVA	Do.
TJIKINI.....	JAPAN	First half of May	JAVA	First half of May
TJIBODAS.....	JAVA	Do.	JAPAN	Do.
TJEMAH.....	JAVA	Do.	SHANGHAI	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.

VORX BUILDINGS, 1st Floor.

DEPARTMENT No. 375.

1307

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY, for all parts of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES—ISSUED AND CASHED.
FOREIGN MONIES exchanged.
Head Office for the Far East:
16, WILKINSON ROAD, HONGKONG.
Japan Office:
14, WATER STREET, YOKOHAMA.
Hongkong, April 4, 1908.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

25,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. Auzier, THURSDAY, 6th May, at Noon 1909.
Calling at Manila, P.L. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and State-rooms (all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

First-Class Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular rail-line between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

AUSTRIAN LLOYD'S STEAMSHIP COMPANY

FOR SOUTHAMPTON, LONDON & ANTWERP.

STEAMSHIP FOR SOUTHAMPTON, LONDON & ANTWERP.
This Steamship MONMOUTHSHIRE, Captain G. S. WILSON, R.N.R., will be despatched as above on or about 8th May.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, April 5, 1909.

(Taking Cargo at through rates to the Brazil, Florida Gulf, Rio de Janeiro, Bahia, Santos, Valparaiso and Adelaide Ports.)

THE Company's Steamship ADRIATICA, Captain CORN, will be despatched as above on TUE. DAY, the 27th April.

This Steamer has splendid accommodation for passengers, Electric Light, and carries a Doctor and Stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.
Princes' Buildings,
Hongkong, March 27, 1909.

THE Company's Steamship OPERA, Captain BELZENS, will be despatched for the above ports on or about MONDAY, the 28th instant.

SHIRE LINE OF STEAMERS, LTD.

FOR SOUTHAMPTON, LONDON & ANTWERP.

STEAMSHIP FOR SOUTHAMPTON, LONDON & ANTWERP.
This Steamship MONMOUTHSHIRE, Captain G. S. WILSON, R.N.R., will be despatched as above on or about 8th May.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, April 5, 1909.

THE Company's Steamship OPERA, Captain BELZENS, will be despatched for the above ports on or about MONDAY, the 28th instant.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.
Princes' Buildings,
Hongkong, March 27, 1909.

THE Company's Steamship OPERA, Captain BELZENS, will be despatched for the above ports on or about MONDAY, the 28th instant.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.
Princes' Buildings,
Hongkong, March 27, 1909.

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMERS	For	Leave
HAIMUN.....	SWATOW	WEDNESDAY, 21st April, at Noon
HAIYAN.....	SWATOW, AMOY & FOOSHOW	FRIDAY, 23rd April, at Noon
HAIYANG.....	SWATOW, AMOY & FOOSHOW	TUESDAY, 27th April, at Noon

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN L.I.J.N.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.....	JAPAN	Second half of April	JAVA	Second half of April
TJILWONG.....	JAPAN	First half of April	JAVA	Do.
TJIPANAS.....	JAPAN	Second half of April	JAVA	Do.
TJIKINI.....	JAPAN	First half of May	JAVA	First half of May
TJIBODAS.....	JAVA	Do.	JAPAN	Do.
TJEMAH.....	JAVA	Do.	SHANGHAI	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.

VORX BUILDINGS, 1st Floor.

DEPARTMENT No. 375.

1307

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY, for all parts of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES—ISSUED AND CASHED.
FOREIGN MONIES exchanged.
Head Office for the Far East:
16, WILKINSON ROAD, HONGKONG.
Japan Office:
14, WATER STREET, YOKOHAMA.
Hongkong, April 4, 1908.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

25,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain Chas. Auzier, THURSDAY, 6th May, at Noon 1909.
Calling at Manila, P.L. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and State-rooms (all outside rooms), Main room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

First-Class Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular rail-line between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

AUSTRIAN LLOYD'S STEAMSHIP COMPANY

FOR SOUTHAMPTON, LONDON & ANTWERP.

STEAMSHIP FOR SOUTHAMPTON, LONDON & ANTWERP.
This Steamship MONMOUTHSHIRE, Captain G. S. WILSON, R.N.R., will be despatched as above on or about 8th May.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, April 5, 1909.

THE Company's Steamship ADRIATICA, Captain CORN, will be despatched as above on TUE. DAY, the 27th April.

This Steamer has splendid accommodation for passengers, Electric Light, and carries a Doctor and Stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.
Princes' Buildings,
Hongkong, March 27, 1909.

THE Company's Steamship OPERA, Captain BELZENS, will be despatched for the above ports on or about MONDAY, the 28th instant.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents.
Princes' Buildings,
Hongkong, March 27, 1909.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE

CHINA & EUROPE, via DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen, to Changhai (Kwangchow), in connection with Siberian Express trains at Harbin, by a daily service of excellent equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. and new and improved coaches.

BRANCH RAILWAY LINES:
Tientsin Line—For Tientsin (Port Arthur), 2 hours from Dairen.
Yingkow Line—For Yingkow (Newchwang), 2 hours from Dairen.
Anshan Line—For Anshan (Fushun), 2 hours from Dairen.
Fushun Line—For Fushun (Fushun), 2 hours from Dairen.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamers "KORE MARU" (3,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express via the Siberian Route (International Train).

RAILWAY HOTELS—YAMATO HOTEL (Tientsin), YAMATO HOTEL (Yingkow), YAMATO HOTEL (Anshan), YAMATO HOTEL (Fushun), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKET AGENTS IN THE FAR EAST & EUROPE—Messrs. THOS. COOK & SON, and the INTERNATIONAL STEAMING CO. and NIPPON YUSEN KAISHA, Ltd., Agents.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Adm.: 1212. Goods: A.B.C. 622. R.S.A. 5, and Locomotive: 1212.
Hongkong, January 1, 1909.

NOTICES TO CONSIGNEES.
Notice to Consignees

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

The Co. 's Steamship "Fukushima Maru" having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Godown Wharves and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared before the 22nd inst. will be subject to rent.
No Fire Insurance has been effected.
Damaged Packages must be left in the Godown for examination by the Consignee's and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godown.

NIPPON YUSEN KAISHA, Ltd., Agents.
Hongkong, April 15, 1909.

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES of Cargo on Steamship NIPPON MARU.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of their cargo from alongside the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after MONDAY, April 19th, 1909, will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected.

All Cargo delivered on FRIDAY, April 23rd, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined on or before FRIDAY, April 23rd, 1909, at 10 a.m.

S. SILVERSTONE, Agent.
Hongkong, April 16, 1909.

'BEN' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP BENAYON.

FROM ANTWERP, MIDDLESBOROUGH AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharves and Godown Co., Ltd., and stored at Consignees' risk and expense.

Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 22nd inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 22nd inst. at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., Agents.
Hongkong, April 15, 1909.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of CARGO per Steamship ARABIA.

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge of the vessel will be discharged at once, at Consignees' risk and expense.

Cargo remaining on board after FRIDAY, April 23rd, 1909, at 5 p.m. will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected after the Goods have left the Godown, and all claims must be presented to the Underwriter on or before the 22nd inst. or they will not be recognised.

All chafed and otherwise damaged cargo will be examined at the above Company's Godowns on MONDAY, April 26th, 1909, at 10 a.m.

S. SILVERSTONE, Agent.
Hongkong, April 19, 1909.

THE COMMERCIAL LAW ASSOCIATION OF CHINA.

THIS Association has been formed for the purpose of promoting the interests of the Chinese community in Hongkong.

Registered at the Office of the Registrar of Companies, Hongkong.
In 5, Wyndham Street.

LABUAN COAL

THE LABUAN COALFIELDS COMPANY, LTD., are now prepared to supply steamers at LABUAN with good quality LABUAN COAL, delivered free of charge from the mines.

For further particulars apply to
READLEY & CO.,
Agents.

Telegraphic Address:
LABUAN COAL,
Hongkong, February 10, 1909.

JAMES WATSON & CO.

WEATHER REPORT.

The following notice is issued from the Hongkong Observatory:
On the 20th at 12:00 p.m.—The barometer has fallen rapidly in E. Japan owing to the depression, which is moving towards E.N.E. over the S.E. part of the Sea of Japan.
Pressure has given way again over China, particularly in the North, another depression having appeared over the Yangtze Valley.
Moderate E. and S.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.
Forecast for the 24 hours ending at 10 a.m. to-day, 8.04 inches.
Forecast for the 24 hours ending at noon to-morrow:
1. Hongkong and Neighbourhood:
E. to S.E. winds, moderate to fair.
2. Formosa Channel: Same as No. 1.
3. South coast of China between Hongkong and Lamook: Same as No. 1.
4. South coast of China between Hongkong and Hainan: Same as No. 1.

To-day's Advertisements



IT is hereby notified that a MEETING of HIS MAJESTY'S JUSTICES of the PEACE for the Colony, will be held at the Magistracy, at 2.10 p.m., on FRIDAY, the 20th April, 1909, for the purpose of considering the following application under the Liquor License Ordinances, 8 of 1898 and 8 of 1908, viz—
From one CARL FIEDLER for permission to remove the business now carried on by him under an Adjunct License on premises numbered 34, Queen's Road Central, under the sign of 'The Weinhaus', Limited, to premises numbered 14, Des Voeux Road Central.
J. H. KEMP,
Police Magistrate.
Hongkong, April 19, 1909. 642

WANTED.

FIVE or SIX FURNISHED HOUSES for the summer months, from 1st June. Peak not wanted.
Apply "D. M."
Care of 'China Mail' Office.
Hongkong, April 20, 1909. 641

MACLAREN'S ONTARIO CREAM CHEESE

IS A PERFECT CHEESE AND PERFECT FOOD.
See that you get it in air tight tins to preserve its freshness and good flavour.
OBTAINABLE AT ALL GROCERS.
H. BUTTONE & SON,
Wine & Provision Merchants.
Hongkong, February 27, 1908. 23

PUBLIC AUCTION

THE Undersigned has received instructions from W. S. BROWN, Esq., to Sell by Public Auction, on TUESDAY, the 27th April, 1909, commencing at 2.45 p.m., at No. 1, Salisbury Avenue, Kowloon,
A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.
(Particulars from Catalogue).
On View from Monday, the 26th April, 1909.
Terms—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, April 20, 1909. 640

EXCHANGE.

Hongkong, April 20, 1909.
On London—
Bank Wire—... 11/3
On demand—... 11/3
30 days sight—... 11/3
4 months sight—... 11/3
Credit, 4 months sight—... 11/3
Documentary, 4 months sight—... 11/3
On Paris—
On demand—... 179
On New York—
On demand—... 42
On Bombay—
On demand—... 131
On Calcutta—
On demand—... 132
On Singapore—
On demand—... 132
On Manila—
On demand—... 75
On Hongkong—
On demand—... 84
On Yokohama—
On demand—... 84
Gold Leaf, 100 (fine, per oz.)—... 80.80
Silver (fine, per oz.)—... 81.25
Silver in Hongkong—... 82.00
Chinese Copper Cash—... 12.00
Rate of Native Interest—... 4.00
Chinese Sub. Coin—... 87.25
Hongkong Sub. Coin—... 87.25

KOWLOON HOTEL.

Mr. A. Adams Mr. M. Johnson
Mr. W. B. B. Mr. T. K. K.
Mr. F. T. C. Mr. L. L.
Mr. F. C. Mr. R. R.
Mr. H. H. Mr. S. S.
Mr. J. J. Mr. D. D.
Mr. K. K. Mr. P. P.
Mr. L. L. Mr. Q. Q.
Mr. M. M. Mr. R. R.
Mr. N. N. Mr. S. S.
Mr. O. O. Mr. T. T.
Mr. P. P. Mr. V. V.
Mr. Q. Q. Mr. W. W.
Mr. R. R. Mr. X. X.
Mr. S. S. Mr. Y. Y.
Mr. T. T. Mr. Z. Z.
Mr. U. U. Mr. A. A.
Mr. V. V. Mr. B. B.
Mr. W. W. Mr. C. C.
Mr. X. X. Mr. D. D.
Mr. Y. Y. Mr. E. E.
Mr. Z. Z. Mr. F. F.
Mr. A. A. Mr. G. G.
Mr. B. B. Mr. H. H.
Mr. C. C. Mr. I. I.
Mr. D. D. Mr. J. J.
Mr. E. E. Mr. K. K.
Mr. F. F. Mr. L. L.
Mr. G. G. Mr. M. M.
Mr. H. H. Mr. N. N.
Mr. I. I. Mr. O. O.
Mr. J. J. Mr. P. P.
Mr. K. K. Mr. Q. Q.
Mr. L. L. Mr. R. R.
Mr. M. M. Mr. S. S.
Mr. N. N. Mr. T. T.
Mr. O. O. Mr. V. V.
Mr. P. P. Mr. W. W.
Mr. Q. Q. Mr. X. X.
Mr. R. R. Mr. Y. Y.
Mr. S. S. Mr. Z. Z.
Mr. T. T. Mr. A. A.
Mr. U. U. Mr. B. B.
Mr. V. V. Mr. C. C.
Mr. W. W. Mr. D. D.
Mr. X. X. Mr. E. E.
Mr. Y. Y. Mr. F. F.
Mr. Z. Z. Mr. G. G.
Mr. A. A. Mr. H. H.
Mr. B. B. Mr. I. I.
Mr. C. C. Mr. J. J.
Mr. D. D. Mr. K. K.
Mr. E. E. Mr. L. L.
Mr. F. F. Mr. M. M.
Mr. G. G. Mr. N. N.
Mr. H. H. Mr. O. O.
Mr. I. I. Mr. P. P.
Mr. J. J. Mr. Q. Q.
Mr. K. K. Mr. R. R.
Mr. L. L. Mr. S. S.
Mr. M. M. Mr. T. T.
Mr. N. N. Mr. V. V.
Mr. O. O. Mr. W. W.
Mr. P. P. Mr. X. X.
Mr. Q. Q. Mr. Y. Y.
Mr. R. R. Mr. Z. Z.
Mr. S. S. Mr. A. A.
Mr. T. T. Mr. B. B.
Mr. U. U. Mr. C. C.
Mr. V. V. Mr. D. D.
Mr. W. W. Mr. E. E.
Mr. X. X. Mr. F. F.
Mr. Y. Y. Mr. G. G.
Mr. Z. Z. Mr. H. H.
Mr. A. A. Mr. I. I.
Mr. B. B. Mr. J. J.
Mr. C. C. Mr. K. K.
Mr. D. D. Mr. L. L.
Mr. E. E. Mr. M. M.
Mr. F. F. Mr. N. N.
Mr. G. G. Mr. O. O.
Mr. H. H. Mr. P. P.
Mr. I. I. Mr. Q. Q.
Mr. J. J. Mr. R. R.
Mr. K. K. Mr. S. S.
Mr. L. L. Mr. T. T.
Mr. M. M. Mr. V. V.
Mr. N. N. Mr. W. W.
Mr. O. O. Mr. X. X.
Mr. P. P. Mr. Y. Y.
Mr. Q. Q. Mr. Z. Z.
Mr. R. R. Mr. A. A.
Mr. S. S. Mr. B. B.
Mr. T. T. Mr. C. C.
Mr. U. U. Mr. D. D.
Mr. V. V. Mr. E. E.
Mr. W. W. Mr. F. F.
Mr. X. X. Mr. G. G.
Mr. Y. Y. Mr. H. H.
Mr. Z. Z. Mr. I. I.
Mr. A. A. Mr. J. J.
Mr. B. B. Mr. K. K.
Mr. C. C. Mr. L. L.
Mr. D. D. Mr. M. M.
Mr. E. E. Mr. N. N.
Mr. F. F. Mr. O. O.
Mr. G. G. Mr. P. P.
Mr. H. H. Mr. Q. Q.
Mr. I. I. Mr. R. R.
Mr. J. J. Mr. S. S.
Mr. K. K. Mr. T. T.
Mr. L. L. Mr. V. V.
Mr. M. M. Mr. W. W.
Mr. N. N. Mr. X. X.
Mr. O. O. Mr. Y. Y.
Mr. P. P. Mr. Z. Z.
Mr. Q. Q. Mr. A. A.
Mr. R. R. Mr. B. B.
Mr. S. S. Mr. C. C.
Mr. T. T. Mr. D. D.
Mr. U. U. Mr. E. E.
Mr. V. V. Mr. F. F.
Mr. W. W. Mr. G. G.
Mr. X. X. Mr. H. H.
Mr. Y. Y. Mr. I. I.
Mr. Z. Z. Mr. J. J.
Mr. A. A. Mr. K. K.
Mr. B. B. Mr. L. L.
Mr. C. C. Mr. M. M.
Mr. D. D. Mr. N. N.
Mr. E. E. Mr. O. O.
Mr. F. F. Mr. P. P.
Mr. G. G. Mr. Q. Q.
Mr. H. H. Mr. R. R.
Mr. I. I. Mr. S. S.
Mr. J. J. Mr. T. T.
Mr. K. K. Mr. V. V.
Mr. L. L. Mr. W. W.
Mr. M. M. Mr. X. X.
Mr. N. N. Mr. Y. Y.
Mr. O. O. Mr. Z. Z.
Mr. P. P. Mr. A. A.
Mr. Q. Q. Mr. B. B.
Mr. R. R. Mr. C. C.
Mr. S. S. Mr. D. D.
Mr. T. T. Mr. E. E.
Mr. U. U. Mr. F. F.
Mr. V. V. Mr. G. G.
Mr. W. W. Mr. H. H.
Mr. X. X. Mr. I. I.
Mr. Y. Y. Mr. J. J.
Mr. Z. Z. Mr. K. K.
Mr. A. A. Mr. L. L.
Mr. B. B. Mr. M. M.
Mr. C. C. Mr. N. N.
Mr. D. D. Mr. O. O.
Mr. E. E. Mr. P. P.
Mr. F. F. Mr. Q. Q.
Mr. G. G. Mr. R. R.
Mr. H. H. Mr. S. S.
Mr. I. I. Mr. T. T.
Mr. J. J. Mr. V. V.
Mr. K. K. Mr. W. W.
Mr. L. L. Mr. X. X.
Mr. M. M. Mr. Y. Y.
Mr. N. N. Mr. Z. Z.
Mr. O. O. Mr. A. A.
Mr. P. P. Mr. B. B.
Mr. Q. Q. Mr. C. C.
Mr. R. R. Mr. D. D.
Mr. S. S. Mr. E. E.
Mr. T. T. Mr. F. F.
Mr. U. U. Mr. G. G.
Mr. V. V. Mr. H. H.
Mr. W. W. Mr. I. I.
Mr. X. X. Mr. J. J.
Mr. Y. Y. Mr. K. K.
Mr. Z. Z. Mr. L. L.
Mr. A. A. Mr. M. M.
Mr. B. B. Mr. N. N.
Mr. C. C. Mr. O. O.
Mr. D. D. Mr. P. P.
Mr. E. E. Mr. Q. Q.
Mr. F. F. Mr. R. R.
Mr. G. G. Mr. S. S.
Mr. H. H. Mr. T. T.
Mr. I. I. Mr. V. V.
Mr. J. J. Mr. W. W.
Mr. K. K. Mr. X. X.
Mr. L. L. Mr. Y. Y.
Mr. M. M. Mr. Z. Z.
Mr. N. N. Mr. A. A.
Mr. O. O. Mr. B. B.
Mr. P. P. Mr. C. C.
Mr. Q. Q. Mr. D. D.
Mr. R. R. Mr. E. E.
Mr. S. S. Mr. F. F.
Mr. T. T. Mr. G. G.
Mr. U. U. Mr. H. H.
Mr. V. V. Mr. I. I.
Mr. W. W. Mr. J. J.
Mr. X. X. Mr. K. K.
Mr. Y. Y. Mr. L. L.
Mr. Z. Z. Mr. M. M.
Mr. A. A. Mr. N. N.
Mr. B. B. Mr. O. O.
Mr. C. C. Mr. P. P.
Mr. D. D. Mr. Q. Q.
Mr. E. E. Mr. R. R.
Mr. F. F. Mr. S. S.
Mr. G. G. Mr. T. T.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L. Mr. Z. Z.
Mr. M. M. Mr. A. A.
Mr. N. N. Mr. B. B.
Mr. O. O. Mr. C. C.
Mr. P. P. Mr. D. D.
Mr. Q. Q. Mr. E. E.
Mr. R. R. Mr. F. F.
Mr. S. S. Mr. G. G.
Mr. T. T. Mr. H. H.
Mr. U. U. Mr. I. I.
Mr. V. V. Mr. J. J.
Mr. W. W. Mr. K. K.
Mr. X. X. Mr. L. L.
Mr. Y. Y. Mr. M. M.
Mr. Z. Z. Mr. N. N.
Mr. A. A. Mr. O. O.
Mr. B. B. Mr. P. P.
Mr. C. C. Mr. Q. Q.
Mr. D. D. Mr. R. R.
Mr. E. E. Mr. S. S.
Mr. F. F. Mr. T. T.
Mr. G. G. Mr. U. U.
Mr. H. H. Mr. V. V.
Mr. I. I. Mr. W. W.
Mr. J. J. Mr. X. X.
Mr. K. K. Mr. Y. Y.
Mr. L. L